

PDQ CAR WASHES

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December 17, 1990

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, WI 53702

Dear Representative David Brandemuehl:

This is in response to the DOT's decision to close the Main Street ramp on Hwy 41 in Neenah.

As a business owner on Main Street in Neenah, I have to be opposed to this closing. My partners and I own and operate PDQ Car Wash of Neenah (320 Main Street).

At PDQ Car Wash we employ as many as 40 people at a time. I am really afraid that if the 41 ramp is closed it will seriously alter traffic flow in a negative way. Naturally the less business I have the fewer employees I need. I'm sure the other businesses on Main Street and in downtown Neenah feel the same.

Would there not be a better way to ease traffic flow? A way in which the Neenah business owners would benefit. Instead of having the community lose economically.

I urge your commission to reconsider. We would rather employ more people not less.

Sincerely,

Tom Erler

Tom Erler, General Manager
PDQ Car Washes

TE/jaw

TRANSPORTATION PROJECTS COMMISSION

MINUTES OF DECEMBER 18, 1990
ROOM 115 EAST, STATE CAPITOL
MADISON, WISCONSIN

10:00 A.M. - 11:00 A.M.

MEMBERS PRESENT

Governor Tommy Thompson
Senator Joseph Andrea
Senator Walter Chilsen
Senator Marvin Roshell
Senator Timothy Weeden
Representative Cletus Vanderperren
Representative David Brandemuehl

Representative Heron Van Gorden
Representative Rebecca Young
David Bugher
Jack Pelisek
Herman Ripp
Secretary Ronald Fiedler

MEMBERS ABSENT

Representative Donald Hasenohrl

DOT STAFF PRESENT

Tom Walker
Ernest Wittwer
Steve Schleck

Marvin Schaeffer
Barb Jurewicz

Governor Thompson called the meeting to order at 10:00 a.m.

1. Minutes of the August 22, 1990 meeting were approved unanimously.
2. Governor Thompson informed the Commission that Terry Mulcahy of DOT who had been providing the staff support to the Commission has been called up and is serving as a two-star general in Saudi Arabia in command of all U.S. Army Engineering Forces.

The Governor counseled the Commission to make its decision wisely keeping in mind the DOT recommendations and the importance of a good transportation system to Wisconsin.

Governor Thompson then called Secretary Fiedler to review the Department's recommendations, which had been presented to the Commission at its August meeting.

3. Secretary Fiedler reviewed the Department's recommendations and the reasons for them. Because of questions raised by Commission members since the last meeting, he explained why the USH 51 Tomahawk Bypass-Added Lanes project did not go through the DOT evaluation and ranking process and how the Department arrived at the decision to recommend the project.

He pointed out that the DOT evaluation and ranking process measures safety and service deficiencies of the existing road and the more deficient the road is the higher it will rank. However, in the case of the Tomahawk Bypass and other previously enumerated added lane projects (USH 151 Dodgeville-Mt. Horeb & USH 45 West Bend Bypass), many of those deficiencies were corrected with the original major project. These projects, therefore, would not rank high in the DOT evaluation process. As an alternative the Department uses a nationally recognized method called "Capacity Analysis" which determines when the design capacity of the existing road will be exceeded.

Secretary Fiedler then stated that the Commission, should it choose, could direct the Department to revise its evaluation and ranking process to incorporate these types of projects into its ranking process.

4. Secretary Fiedler then addressed concerns expressed by several businesses located at the USH 10/USH 41 interchange regarding the possible closing of that interchange as part of the STH 76 Appleton-Greenville project. He pointed out that the interchange closure has not been decided. This decision is a project detail that would only be made after a thorough analysis of traffic and the public involvement process.

Governor Thompson also spoke to those concerns as expressed by a representative of the businesses at the USH 10/USH 41 interchange who felt that once the project was approved it would be a foregone conclusion that the interchange would be closed and destroy businesses. Governor Thompson responded by stating "I open businesses, I don't close them." He went on to say that while he could not give any assurance that the interchange would remain open, he assured the concerned businesses that no decision would be made until after DOT completed detail studies of traffic and the impact of the proposed interchange at CTH 00 and the public involvement process was completed.

5. Representative Vanderperren made the following motion: Move that the Transportation Projects Commission recommends that STH 29 from Chippewa Falls to IH 94 be enumerated by amending the current Statute (84.013(3)(yd)) to read:

STH 29 between Green Bay and IH 94 in Brown, Shawano, Marathon,
Clark, Chippewa and Dunn Counties.

Seconded by Senator Roshell. Motion carried unanimously.

6. Herman Ripp made the following motion: Move that the Transportation Projects Commission recommends that the Major Projects Statute (84.013(1)(a)) be amended to include "Improving 10 miles or more of existing multi-lane divided highway to freeway standards" and, under that provision, recommends the enumeration of USH 41 Freeway Conversion from STH 145 in Washington County to Abrams in Oconto County.

Seconded by Senator Roshell. Motion carried unanimously.

7. Senator Chilsen made the following motion: Move that the Transportation Projects Commission recommends the enumeration of the following projects for future construction, based on an annual funding level of \$123 million (1990 \$), starting in FY 1993:

USH 51:	Tomahawk Bypass (2nd lanes)
USH 12:	Whitewater Bypass
STH 45/76:	Appleton-Greenville
STH 110:	USH 41-STH 116
STH 31:	STH 142-STH 11
STH 35:	River Falls-IH 94
USH 141:	Abrams-STH 22

Seconded by Jack Pelisek. Discussion followed.

Senator Weeden asked Secretary Fiedler what the impact would be of increasing the funding level in 1992 rather than 1993 as proposed in the motion. Secretary Fiedler stated that additional federal funding has been received since the last time the Commission met (August 1990), which could be a possible funding source to start the increased funding level in 1992. He went on to say that increased funding would allow the Commission to enumerate one or two additional projects. Governor Thompson then said if Senator Weeden wanted to propose the change it should be a separate motion. The Governor then called the Senator Chilsen motion. Motion carried unanimously.

8. Senator Weeden made the following motion: Move that the Transportation Projects Commission recommends that the \$123 million annual level of funding for major projects be initiated in FY 1992 to ensure the scheduled completion of enumerated and recommended projects, and to provide funding in FY 1996-1997 to initiate the following two additional projects, which are recommended for enumeration:

STH 57:	STH 54-Dyckesville
STH 50:	Lake Geneva-Slades Corners

Seconded by Senator Andrea. Discussion followed.

Representative Young asked if the additional federal highway aid could be used for other highway programs besides the Major Highway Program. Secretary Fiedler replied that it could be. David Bugher expressed concern that the motion included two projects that were ranked below the Eau Claire Bypass. Secretary Fiedler responded the reason DOT did not recommend the Eau Claire Bypass project was because of the wide range of costs and the lack of a clear consensus by the affected communities as to location. He went on to say that it is his goal to establish a location that has the support of the communities and a better handle on cost for the 1992 TPC.

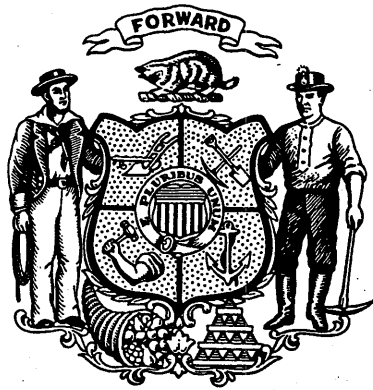
Representative Young cautioned about adding more projects at the time of financial turmoil. She urged the Commission not approve the motion but rather use the additional federal aid for the 3R program.

Governor Thompson called for a roll call vote on Senator Weeden's motion--10 in favor (Governor Thompson, Senators Andrea, Chilsen, Roshell & Weeden; Representatives Vanderperren, Brandemuehl & Van Gorden; Citizen Members Pelisek & Ripp) and 2 opposed (Representative Young and Citizen Member Bugher)--the motion carried.

9. Secretary Fiedler stated the Department was proceeding with engineering studies on all the candidates not recommended, to have more clear information for the 1992 TPC.
10. Senator Weeden moved that the Department of Transportation be directed to develop a procedure for ranking projects to add lanes to previously constructed enumerated major projects, along with other candidate major transportation projects for the 1992 TPC cycle. Seconded by Senator Chilsen. Motion carried unanimously.
11. The meeting was adjourned at 11:00 a.m.

(TPC18.WP)

END



END

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ANGELA M. KALAMARAS

DEC 26 1990

December 19, 1990

DANIEL KARLIN
OF COUNSEL

Representative David Brandemuehl
Room 321 North, State Capitol
Madison, Wisconsin 53702

Re: Project I.D. #1146-07-00
Highway 10 Access to and from Highway 41

Dear Representative Brandemuehl:

Thank you for your courtesy and consideration at the December 18th meeting of the Commission wherein a number of objectors, including my client, App Pro of Appleton, Inc., the owner of the Appleton Comfort Suites Hotel, voiced opposition to the closure of the Highway 10 access to and from Highway 41. The Commission's assurance that this matter is not resolved, and its expression not only of willingness, but of interest in hearing the case for those businessmen who believe that they will be irreparably harmed by the proposed closure is gratifying.

Irwin Kass, Esq., who has worked with me and with our mutual client in this matter, is particularly appreciative of the courtesy extended to him. Both of us and our client assure you of our continuing attention to this matter. We look forward to being notified of and participating in all public hearings and future deliberations on this matter.

Very truly yours,

FISCHEL & KAHN, LTD.

Joel H. Fenchel
JHF:nc

cc: Honorable Ronald R. Fiedler
Mr. Henry Ellison
Irwin Kass, Esq.
App Pro of Appleton, Inc.



Nekoosa Packaging
a company of
Great Northern Nekoosa Corporation

DEC 26 1990

December 20, 1990

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, WI 53702

Dear Representative Brandemuehl,

Thank you for your support in including the Highway 51 Tomahawk Bypass upgrade project on the State's priority list. I know that development of the Packaging Corporation of America Tomahawk Mill will be enhanced by this project.

Very truly yours,

Charles W. Stahr, P.E.
Mill Manager

dmb

*yes, no
6-3
for separation
of questions* *yes, no
7-2* *1990
??*

Federal Transportation Funding Resolution

Whereas a safe, efficient transportation system is critical to the nation's economic health and its quality of life; and

Whereas current national transportation resources are inadequate to preserve existing highway and transit systems and to address emerging mobility challenges; and

Whereas federal highway and transit funding, measured in constant dollar purchasing power has declined steadily since 1983; and

Whereas federal Highway Trust Fund spending for state and local highway and transit programs has been artificially constrained to mask the federal budget deficit and Trust Fund balances now exceed \$17 billion and are growing; and

Whereas Wisconsin has received only 74 cents in return for each dollar paid into the Highway Trust Fund for highway programs since 1956 and 43 cents for transit programs since 1983; and

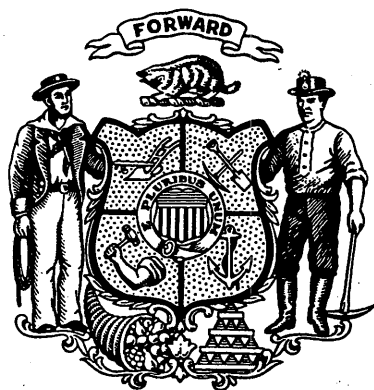
Whereas serious consideration is being given to a federal energy tax to raise general revenues as part of a national deficit reduction strategy, that might include a cents per gallon fuel tax as one component;

Be it hereby resolved that the Wisconsin Transportation Projects Commission urges the President and Congress to address urgent national transportation infrastructure needs by:

1. Recognizing the critical importance that an efficient transportation system plays in assuring American competitiveness in a global economy, resolving growing urban mobility problems, and improving rural access; and
2. Revitalizing the historic federal partnership with state and local governments, and the private sector, to assure adequate, stable long-term transportation funding; and
3. Adopting a new national transportation agenda and restructured post-Interstate highway and transit program as recommended in the National Transportation Policy and by the American Association of State Highway and Transit Officials (AASHTO), including new distribution formulas that will assure Wisconsin a fair and equitable share of current and future federal highway and transit funding; and

4. Expanding artificially constrained federal investment in highway and transit programs by expeditiously spending down the \$17 billion balance in the highway and transit accounts of the Highway Trust Fund; and
5. Preserving the historic cents per gallon tax mechanism strictly to assess federal and state user fees for dedicated highway and transit funding to meet current and future transportation needs by making sure that any federal energy tax, IF needed as one element of a deficit reduction strategy, is assessed broadly on all forms of energy using BTU content or some other appropriate mechanism, rather than a cents per gallon fee.

END



END

FACT SHEET

STH 124 EAU CLAIRE NORTH CROSSING CHANGE IN WESTERN TERMINI (reference attached map)

1990
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BACKGROUND

- o In March, 1988, the Department submitted two candidate major projects in the Eau Claire area:
 - STH 124 (North Crossing) from USH 12 northwest of Eau Claire to USH 53 north of Eau Claire.
 - USH 12 from IH 90 northwest of Eau Claire to the Chippewa River west of Eau Claire.
- o In November, 1988, the North Crossing project was recommended for enumeration. The project was enumerated with its limits established as 'STH 124 between USH 12 on the west side of Eau Claire and USH 53 on the east side of Eau Claire, designated as the North Crossing, Eau Claire County.'

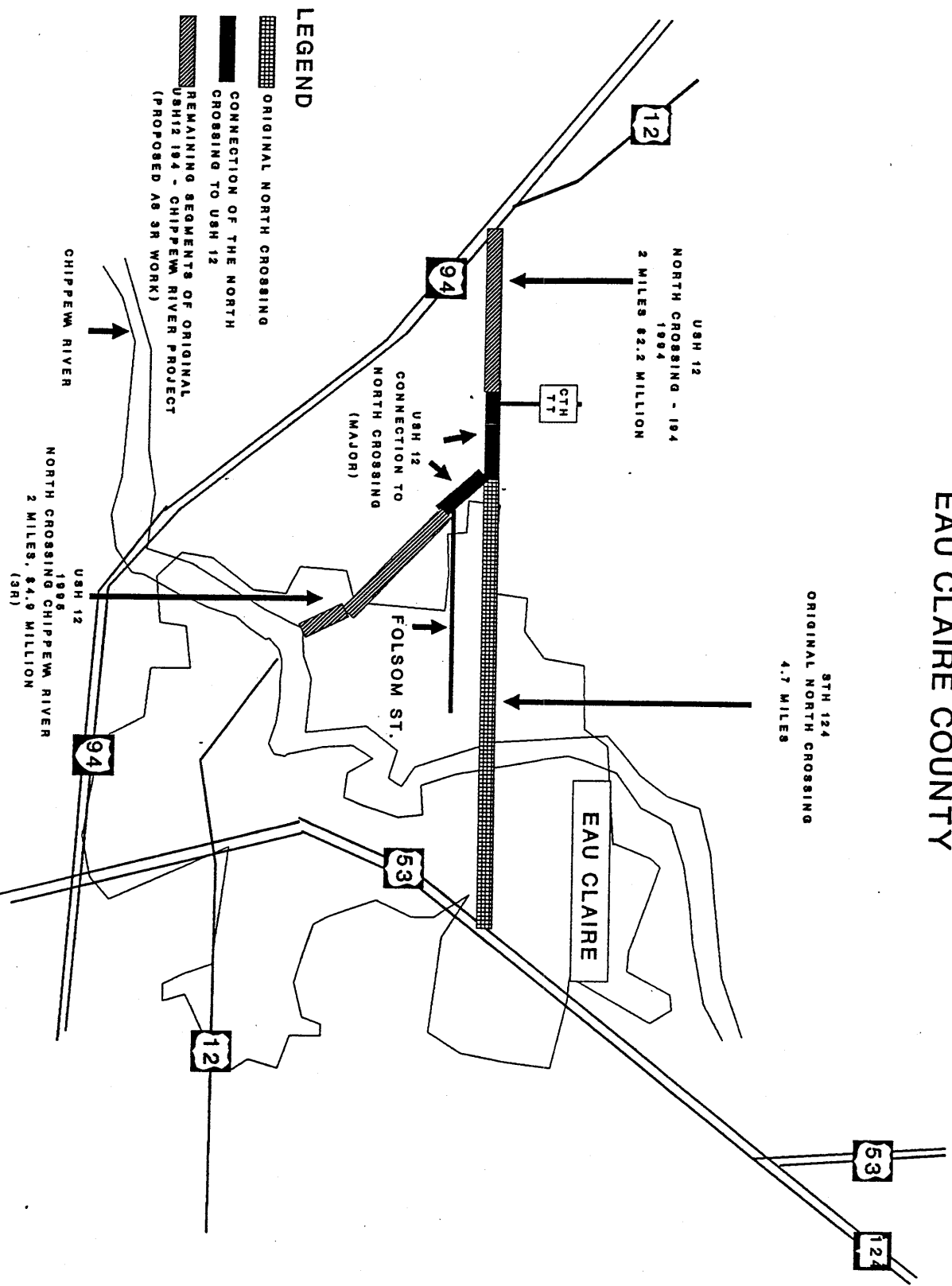
TERMINI CHANGE

- o Originally the project concept called for USH 12 as the western terminus of the North Crossing project.
- o As the construction plans for building the North Crossing project proceeded it became apparent that the western terminus needed to be changed. The change is necessary:
 - To assure traffic safety
 - Because of the topography
- o To mitigate these impacts, it is proposed that the North Crossing project be extended to include the following sections:
 - Extend the western termini of the North Crossing 1.0 miles west on USH 12 to the CTH TT intersection.
 - Include 0.5 miles of USH 12 south to Folsom Street from the present USH 12/STH124 intersection.
- o The cost increase is estimated at \$1.6 million.

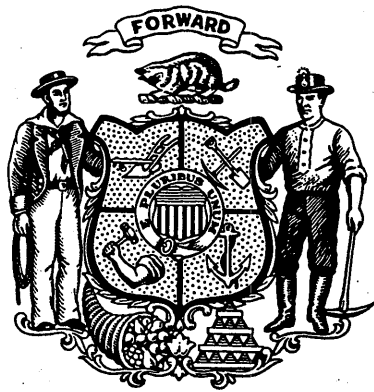
RESULT OF TERMINI CHANGE

- o Changing the termini, as recommended, on the STH 124 project will:
 - Permit the safe connection of the STH 124 project and USH 12
 - Splits the USH 12 Chippewa River - IH 90 project into two segments, resulting in neither segment, alone or together meeting the criteria for a major project.
- o The two remaining sections of USH 12, from the Chippewa River to south of STH 124 and IH 90 to east of STH 124, would be covered in the 3R program. These sections are currently scheduled for 1994 and 1995, respectively.

USH 12 CHIPPEWA RIVER TO IH 94 EAU CLAIRE COUNTY



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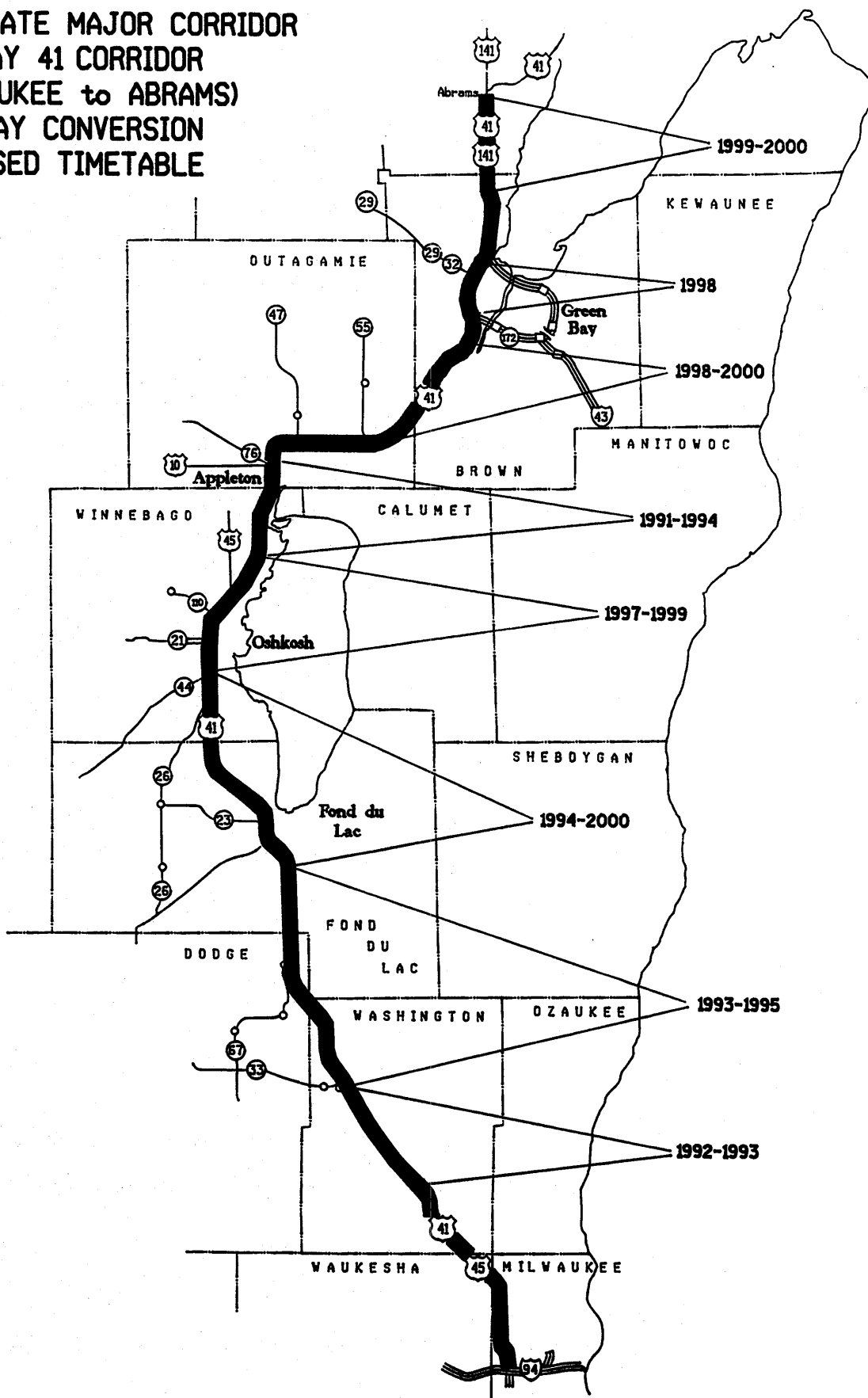


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1990
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**CANDIDATE MAJOR CORRIDOR
HIGHWAY 41 CORRIDOR
(MILWAUKEE to ABRAMS)
FREEWAY CONVERSION
PROPOSED TIMETABLE**

*Separate
Schedule*



CANDIDATE MAJOR CORRIDOR

USH 41 FREEWAY CONVERSION

Issue: How should the freeway conversion of USH 41 from Milwaukee to Abrams (junction of USH 41/141) be funded?

USH 41 Corridor Profile

Length: 129 miles of which 53 miles are at freeway standards. The remaining 76 miles are a 4 lane divided expressway.

Average Daily Traffic(ADT) (Range Low/High)

Traffic -----	North of Fond du Lac -----	South of Fond du Lac -----
1988 ADT	18,000/41,000	18,000/22,000
2000 ADT	19,000/43,000	21,000/26,000
2010 ADT	27,000/50,000	23,000/33,400

Land Use Adjacent to the USH 41 Corridor

South of Fond du Lac - From the north Milwaukee County Line to Fond du Lac the land use is basically agricultural with highway service business increasing at existing access points.

North of Fond du Lac - Land use is a combination of industrial and commercial, with agriculture dominating the segment between Appleton and Green Bay. Very concentrated land use occurs at existing access points.

DEFINITION OF TERMS

Freeway - limited-access multi-lane divided highway with interchanges being the exclusive method of access and exit from the highway. Frontage roads connect homes and businesses adjacent to the highway to the interchanges. Highway cross over is prohibited.

Expressway - multi-lane divided highway with a variety of different types of access. Entry to and exit from the highway allowed at intersections, interchanges and private drives. Highway cross over is permitted.

Freeway Conversion - in the case of USH 41, freeway conversion basically consists of improving some existing interchanges, replacing intersections with interchanges, closing remaining access points and building frontage roads to provide access to USH 41 access points. Some capacity expansion is anticipated on selected segments.

NEED

A 1988 Department of Transportation study concluded that the USH 41 corridor between Milwaukee and Abrams should be converted to a freeway. This study identifies two key reasons for this conclusion.

1. Potential Safety Hazards

The Department used as the measure of the safety hazard, the traffic exposure rate (product of mainline and cross traffic volumes and accidents) at all major intersections along USH 41. This analysis showed that even though traffic volumes are similar, there exists an operational variance in the traffic exposure rate on USH 41 north and south of Fond du Lac.

The exposure rate is higher south of Fond du Lac than to the north. This variance is explained by the lack of frontage roads and interchanges at the high volume highway access/exit points (cross roads and intersecting highways) in the south. Thus one can expect the accident potential to increase in proportion to the projected increase in traffic volumes: 27% by the year 2000 & 46% by 2010.

This is further supported by a comparison done by Department engineers in 1988. They analyzed and compared the traffic exposure rates on similar segments of USH 51 (a freeway) and USH 41. This comparison showed the rate on USH 41 was higher than that on USH 51 by a factor of eight.

2. Access control or relocate portions of the existing road.

The Fox Valley has and is experiencing a surge of economic development activity. This growth has already driven the need for two major highway projects in the Valley. One is a nine mile capacity expansion on a piece of USH 41 by adding a lane in each direction. The other is the construction of the multi-lane Tri-County Freeway to provide surface transportation service to the northern Lake Winnebago area including Appleton, Little Chute and Neenah.

All through the Valley along USH 41, there is a continuing concentration of development at the existing access points to USH 41. There are two effects of this increased concentration of business development at the intersection locations. One has been a deterioration in the operational effectiveness of these access points. In other words it's harder to get on and off USH 41 at those points. As growth continues at these and other access points, the service capabilities of the intersections will continue to decrease and accident potential at these locations will increase.

The second effect is that the cost to acquire right-of-way at those points, to replace intersections with interchanges, is and will continue to increase. Failure to acquire access control to existing USH 41 in the near future could make the cost of right-of-way acquisition prohibitive. If this were to occur, it could result in a need to

relocate portions of USH 41, a very costly consequence. This can be avoided by protecting the existing corridor by acquiring and closing at-grade intersections and acquiring sufficient right-of-way at key access points for modern interchanges. These actions are needed along the entire route with Fox Valley being the top priority.

This is what makes USH 41 unique. The above needs are not just occurring at one or two locations along USH 41; these needs exist along the entire corridor. To make the corridor operate in a safe and efficient manner, the entire corridor needs must be addressed. The alternatives are to convert the remainder of the existing road to freeway access control standards with interchanges being the exclusive method of entry and exit. The second alternative is to do nothing and react when traffic safety or congestion reaches intolerable limits at specific locations. A possible long term consequence of the "do nothing" alternative is to relocate portions of the highway.

The Department's recommended alternative is conversion to a freeway. It would protect the investment already made in the existing USH 41 corridor. It is the least costly long term solution and would allow the development that has already occurred to continue to benefit from the highway. Finally it allows new development to make business location decisions with the assurance that the highway will not be relocated and will continue to provide an acceptable level of service.

The USH 41 corridor is of interest to the Legislature as evidenced by the fact that the 1989-91 State Budget authorized the expenditure of up to \$2.0 million each year for the "design and engineering for improvements to STH 151 and USH 41".

COST

The estimated cost to convert USH 41 to a freeway is \$142.0 million in 1990 dollars.

HOW SHOULD THE CONVERSION BE FUNDED?

Two funding alternatives were evaluated.

1. Fund from the "Existing Highways Program" (3R)

Traditionally improved access control and interchange improvements on the existing state trunk highway system have been funded from the "Existing Highways Program"(3R), but for specific, unconnected projects.

However, the conversion of USH 41 to a freeway is unique in that the need is to improve an entire corridor rather than a problem at a specific location. To complete the conversion of USH 41 to a freeway by the year 2000, using funding from the 3R program, would commit about 9% of the entire 3R program's annual budget of \$162.0 million for the next 10 years. Said another way, committing \$14 million/year for the freeway conversion of USH 41 would reduce the annual number of miles rehabilitated on the State Trunk Highway System from 450 miles/year to

about 410 miles/year, a reduction of 9%. Given the fact that the objective of rehabilitating 450 miles of existing state highways per year is considered the minimum needed to keep the system operational, using 3R funds for the conversion would actually result in a statewide deterioration of the STH system at the rate of about 40 miles per year for the next 10 years.

2. Fund the Conversion of USH 41 in the Major Highway Program

While the USH 41 freeway conversion project does not technically meet the statutory definition of a major highway project (84.013), it is also clear that the cost of the conversion effort (\$142.0 million) is a major policy decision with significant financial, social and economic impacts. A strong case can be made that legislative intent in establishing the Major Highway Program and Transportation Projects Commission in 1983 was intended to require that highway projects of this type be reviewed by the Governor and Legislature. Clearly the USH 41 Freeway Conversion Project is a major state policy decision.

Another point is that the Legislature set a precedent in the 1989-91 State Budget Bill when, for the first time, entire highway corridors were enumerated as major highway projects (USH 10: Appleton-Marshfield; STH 29: Green Bay-Chippewa Falls; and USH 151: Columbus-Fond du Lac).

Finally it should be noted that the Department's cost estimates for the C2020 Backbone System included the freeway conversion of USH 41. Thus, in terms of developing the financial plan for C2020, the Department considered the conversion as a major highway project and the funding for it has been accounted for and included in the C2020 Financial Plan.

RECOMMENDATION

Fund the USH 41 Freeway Conversion from the Major Highway Program.

This recommendation is based on the following reasons.

1. Funding the conversion from the 3R program would adversely impact the State's ability to preserve and improve the state trunk highway system. Forty fewer miles could be improved each year and instead of keeping up with the deterioration on the state trunk highway system, we would fall behind.
2. Listing the USH 41 Freeway Conversion project as a candidate major highway project will ensure that it will receive the proper gubernatorial and legislative review and scrutiny an investment of this magnitude deserves. Further it is consistent with the actions taken in the 1989-1991 State Budget which for the first time enumerated entire highway corridors.
3. Including the conversion in the Majors Program would make it eligible for the use of bond funds rather than limiting the financing options to state, federal and local funds.

IMPLEMENTATION

1. The USH 41 Freeway Conversion project DOES NOT meet the s.83:013(1) definition of a major highway project; therefore, it is necessary to create statutory language making the project a major highway project.
2. The project will also need to be enumerated by the TPC and Legislature as any other major project.

(SES428)

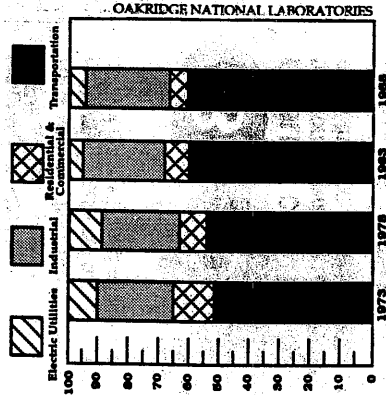
BENEFITS OF A NEW VISION FOR NATIONAL TRANSPORTATION POLICY

AIR QUALITY: One person using transit for a year instead of driving alone to work spares the environment from 9.1 pounds of hydrocarbons, 62.5 pounds of carbon monoxide and 4.9 pounds of nitrogen oxides.

LESS DEMAND FOR LAND: Two railroad tracks have the hourly passenger-carrying capacity of 16 highway lanes. Two railroad tracks require about 50 feet of right-of-way compared to about 400 feet for 16 highway lanes.

OIL SAVINGS: The U.S. could save 33 million gallons of gasoline each day if the average commuter passenger load were increased by one person.

REDUCE FOREIGN TRADE DEFICIT: The U.S. could reduce the size of payments sent overseas to pay for foreign oil. In 1989 this totalled \$52 billion, and is growing annually.



WHAT CAN BE DONE IN ADDITION TO THE EIGHT ELEMENTS OF A NEW TRANSPORTATION VISION?

We are on a collision course with national goals of economic progress, health, safety, environmental protection, energy security and our cherished mobility. Crucial to shifting course is an effort to at least stabilize the amount of vehicle miles travelled (VMT). A doubling of VMT by 2020, as projected, is neither inevitable nor desirable.

Some would have us try and build our way out. For example, the American Association of State Highway and Transportation Officials (AASHTO) is calling for 178,000 new highway lane miles in urban areas, of which 100,000 will be new rights-of-way. To pay for this, AASHTO recommends the U.S. increase highway spending from the present \$66 billion annually (by all levels of government) to \$80-\$100 billion every year.

CONSEQUENCES OF NOT PURSUING A NEW VISION

PERVASIVE AIR POLLUTION: Ground level air pollution from cars is estimated to cause 30,000 deaths each year.

GLOBAL WARMING: Auto and truck emissions contribute 20 to 30 percent of the U.S. global greenhouse gases.

OZONE DEPLETION: Automobile air conditioners are the single largest source of chlorofluorocarbons (CFC's) that are destroying the earth's protective ozone layer.

THREATS TO ECONOMIC AND ENERGY SECURITY: The U.S. now consumes more oil for transportation than it produces. Imported oil averaged 45 percent of daily supply in 1989 at a cost to the economy of \$52 billion.

URBAN CONGESTION: In the next 30 years the number of cars and trucks on already congested highways will double, just as it has over the last 30 years, if current trends continue.

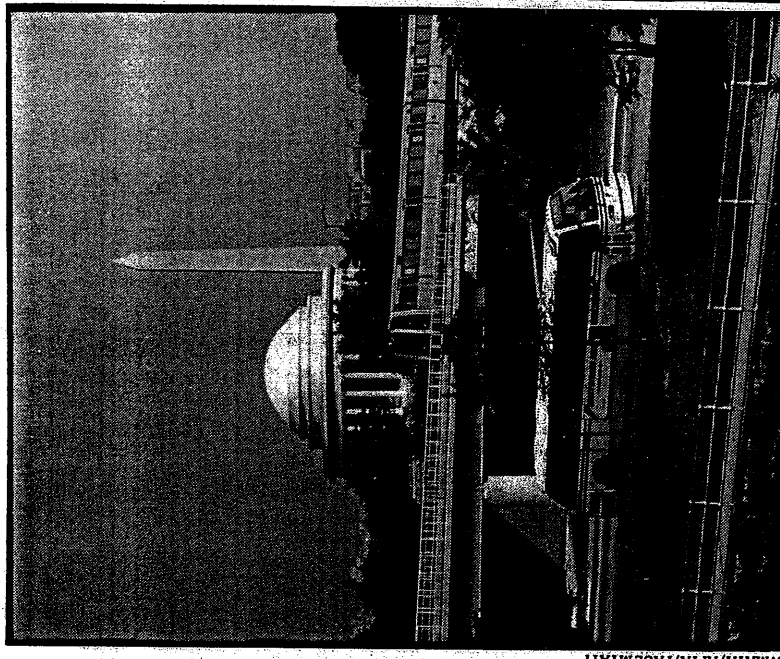
HIGHWAY SAFETY: As many as 49,000 people die in highway accidents each year. This carnage will rise to an incredible 75,000 every year by the year 2000 if travel grows at current rates.

Expensive new by-passes, outer beltways and a new generation of super-highways will bring more sprawling, auto-dependent development, streams of new traffic and environmental destruction in its wake.

Streets, parking lots and alleyways already take up at least 40 percent of the average American downtown. Where will these thousands of new lane miles be built? Where will these billions of dollars for new roads come from? What will be the cost to other national programs and to the quality of urban and rural life?

Join us in our efforts at the federal, state and local level in articulating a new transportation vision for the country that will take us into the 21st century in a manner that is socially, economically and environmentally sound.

A New Transportation Vision



WMATA/APTA/PAUL MARYATT

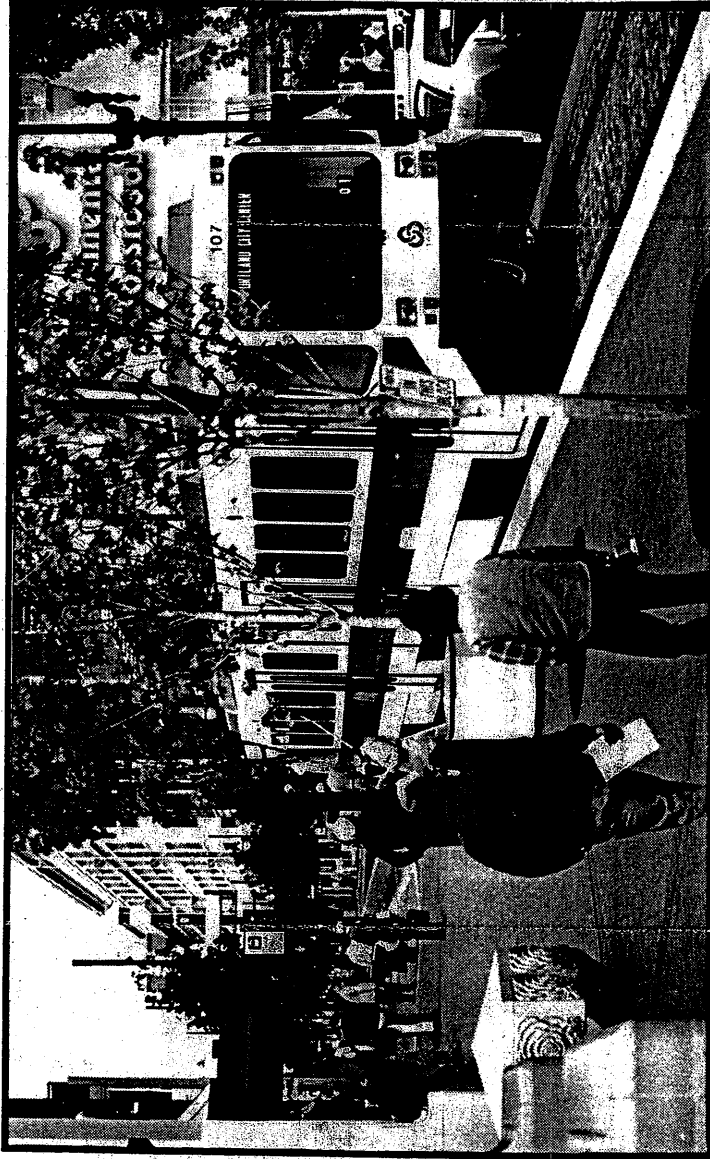
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Campaign for
New Transportation Priorities
c/o 236 Massachusetts Ave. N.E., #603
Washington, D.C. 20002
(202) 546-1550

THE NEED FOR A NEW TRANSPORTATION VISION

We Cannot Build Our Way Out

Transportation policy in the United States stands at a critical crossroads. Construction of the Interstate Highway System, which has dominated transportation investment for the past three decades, is now complete but for a few hundred miles. America's cities are linked together by a high quality highway network, as envisioned by the original 1956 enabling legislation.



Investments in mass transit, intercity passenger rail, ridesharing, bicycle and pedestrian facilities must be given a new priority. Continued over-reliance on construction of costly, land-consuming highways and airports to meet projected growth in travel demand, is neither desirable nor inevitable.

Integral to this new vision is a commitment to doing a better job of encouraging environmentally sustainable land use patterns more conducive to the use of transit, walking and bicycling. We must reverse current federal tax policies that favor driving alone over commuting by mass transit and ridesharing.

Unless we take advantage of this opportunity to reorient our transportation future, America's continued prosperity, and the health and safety of its citizens, is in jeopardy.

grams, and the supporting highway trust fund, will expire on September 30, 1991.

It is time for the U.S. to make a commitment to clean, energy-efficient mobility. Policies that continue to focus on moving cars, trucks and airplanes must be replaced with creative policies focusing on the movement of **people** and **goods** in the most energy-efficient, safe and environmentally sound manner.

America now needs a **new transportation vision** to meet the challenges facing our country and the planet as we approach the 21st century. The debilitating problems of congestion, air pollution, energy consumption, environmental degradation, and traffic accidents make current policies unsustainable. The opportunity to set a new agenda stands before us. Coinciding with the completion of the Interstate, authorization for all federal highway and mass transit pro-

EIGHT ELEMENTS OF A NEW TRANSPORTATION VISION

1

PRESERVE THE EXISTING INFRASTRUCTURE

PROBLEM: The U.S. government must protect its massive investment in the Interstate Highway System. Sixty percent of urban lane mileage is deteriorating and 23 percent of the nation's 575,000 bridges are in serious need of repair.

NEW VISION: Scarce federal resources must be directed away from unnecessary, costly and environmentally damaging new highway construction into preservation and rehabilitation. Increases in truck size and weight, which will accelerate highway deterioration, should be opposed.

PROBLEM: The nation's older mass transit systems, the vital arteries of cities such as New York, Chicago, and Philadelphia have a huge backlog of repairs and rehabilitation needs after years of inadequate funding. Similarly, freight railroad tracks are vital to the rural economy but state funding for repair or purchase, needed to prevent abandonment of track, is inadequate.

NEW VISION: Funding to repair aging tracks, rolling stock and facilities should be greatly increased to ensure their continued efficiency, safety, and operation.

2

REDUCE URBAN HIGHWAY AND AIRPORT CONGESTION

PROBLEM: Traffic congestion is a growing problem, hampering mobility and jeopardizing urban economies. A study of 29 U.S. cities by the Texas Transportation Institute indicated that congested roads, resulting in traffic delays, wasted fuel and higher insurance premiums, cost drivers \$24.25 billion in 1986 alone.

Congestion worsens already severe urban air pollution and degrades the overall quality of city life. Travel growth is expected to exceed 5 percent annually in many urban areas.

NEW VISION: Investment in new transit capacity carrying many people in a minimum of right-of-way, high-occupancy vehicle programs, and bicycle and pedestrian facilities are all essential. Better land use planning is needed to encourage mixed land uses and shorter trips.

PROBLEM: Increased air travel is causing growing airport and airway congestion. The nation's 21 primary airports experience over 20,000 hours of delay every year, costing business and the airlines as much as \$5 billion annually.

NEW VISION: Investment in improved intercity passenger rail services and high speed trains can reduce airport congestion and eliminate the need for costly and damaging new airport construction. Peak hour pricing at airports should promote more efficient use of existing facilities.



3

ENHANCE NATIONAL ENERGY SECURITY

PROBLEM: U.S. security is jeopardized by rising dependence on foreign oil. Oil imports averaged 45 percent of daily supply in 1989, a level not seen since the oil crisis of 1977. The transportation sector is the biggest consumer, using 63 percent of all oil consumed in the U.S. Most goes to fuel the increasing numbers of cars and trucks on the roads.

Per capita gas use in U.S. cities is nearly 4.5 times higher than in European cities and 1.5 times higher than neighboring Toronto. The auto-centered city of Houston, Texas uses 40 percent more gas per capita than transit-centered New York City.

NEW VISION: Increase fuel economy standards for new autos and trucks to 45 mpg and 35 mpg respectively by 2000, and substantially increase investment in mass transit, HOV, Amtrak, bicycling and other energy efficient alternatives to cars and planes.



4

PROTECT THE ENVIRONMENT

PROBLEM: Over-reliance on autos and trucks undermines the quality of the U.S. and the world environment. Global warming is potentially the most profound threat facing our planet and it could drastically change life as we know it. The U.S. contributes more greenhouse gases than any other nation and motor vehicles account for between 20 to 30 percent of U.S. emissions.

Auto emissions are also the leading reason for non-attainment of clean air standards in urban areas. The American Lung Association estimates that annual health costs from vehicle pollution could be as much as \$93 billion. The National Crop Loss Assessment Program found that auto emissions cause annual yield losses of \$1.9 - \$4.5 billion for wheat, corn, soybeans and peanuts alone.

Thousands of acres of critical wetlands are lost each year to highway construction. Water sources are contaminated by the tons of salts poured onto highways and from oil dripped from cars.

NEW VISION: Greater reliance on alternatives to autos and trucks is crucial to reversing this costly environmental degradation. "Net-loss" of wetlands and non-point source pollution programs and policies must be established and enforced at the federal, state and local level.

5

IMPROVE TRANSPORTATION SAFETY

PROBLEM: As many as 49,000 people are killed every year on U.S. highways. If traffic grows as forecasted this will rise to 75,000 deaths every year by 2000. Pedestrians and bicyclists are over-represented in these statistics, particularly in urban areas.

The growing number of big trucks poses a safety threat to other highway users. One out of every three tractor-trailers can be expected to crash in any one year, according to the U.S. Department of Transportation. The Insurance Institute for Highway Safety found that a car occupant is 35 times more likely to be killed than the truck occupant when the two vehicles crash.

NEW VISION: If the U.S. is to reduce the appalling annual highway death toll there must be a commitment to reducing growth in auto and truck travel. This can be accomplished through greater investment in alternative modes and elimination of policies that favor heavy trucks over freight railroads.

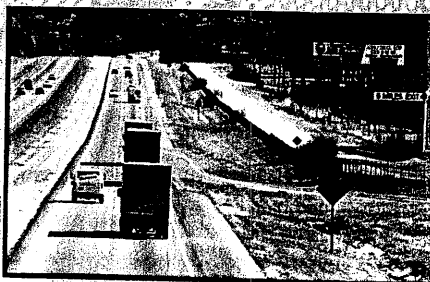
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CURTAIN AUTO AND TRUCK SUBSIDIES

PROBLEM: The structuring of the U.S. transportation system around the automobile comes at incredible cost to the nation's economic and environmental resources. Federal, state and local subsidies to highways total a staggering \$300 billion annually in the form of property taxes used for road building and maintenance, municipal police, fire and medical personnel, various other services, and tax losses from land taken for highways.

The peak hour car commuter enjoys a particularly large subsidy and yet pays no more for the use of the highway system than the driver travelling in less congested off peak hours. Federal tax policies contribute to congestion problems by paying people to drive alone to work. An employer can provide free parking, a tax free benefit worth between \$200 to \$400 per month in large U.S. cities. Those commuting by transit are only allowed a tax free benefit of \$15 per month.

Growing numbers of big trucks are major contributors to urban congestion and highway damage. Despite this, the U.S. Department of Transportation recognizes that heavy trucks pay only 65 percent of their "fair share" in user fees.



NEW VISION: New policies need to make cars, trucks and other road users pay for a greater share of the burden they impose on the economy and natural resources of the nation. Policies for consideration include:

- an increase in the federal gas tax with revenues directed to mass transit, Amtrak, HOV, bicycle and pedestrian facilities
- congestion fees for peak hour commuters
- a carbon tax on fuels
- creating a "level playing field" for employer-provided commuter benefits
- a weight-distance tax on heavy trucks
- a billboard road user fee with revenues directed to scenic easement acquisition and other environmental objectives.

7

CREATE LIVEABLE COMMUNITIES

PROBLEM: Uncontrolled, sprawling, auto-dependent development is eating up open space, forests, and farmland in urban and suburban areas across the country. Forty percent of the average downtown area is paved over for roads, parking lots and alleyways.

An aging American society has more time for recreation, and the quality of parks, recreation areas and historic sites is constantly threatened by road widening and new highway capacity.

Abandoned railroad corridors (more than 3,000 miles of railroad tracks are abandoned each year) will be lost to development — and the opportunity to provide recreation and transportation trail for hikers and bicyclists, or to restore the lines for commuter rail and intercity rail lines will be lost for ever — unless money is available for track acquisition.

NEW VISION: To create more liveable cities we must encourage land use patterns that allow people to make shorter trips by mass transit, walking or bicycling. Urban open spaces must be preserved and federal funds should be made available to acquire a "bank" of abandoned railroad rights-of-way, so these vital corridors are preserved for future use.

PROBLEM: Twenty five years after the passage of the Highway Beautification Act more billboards are going up than coming down along our federal highways, as a result of flaws and weakening amendments in the legislation. Due to cash payment requirements in the law and restrictions on local land use authority over billboards, taxpayers have already paid out over \$200 million to the billboard industry and now face a lien on the treasury exceeding one billion dollars.

NEW VISION: If we are to reduce visual blight from billboards the Highway Beautification Act must be strengthened, and local control over billboard removal be returned to the states.

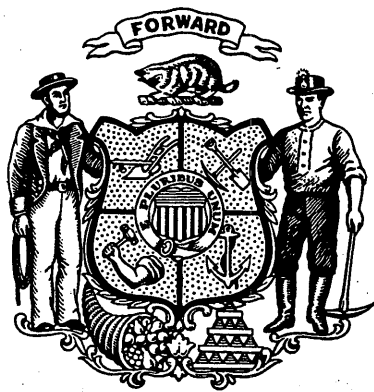
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NEW DIRECTIONS IN RESEARCH AND DEVELOPMENT

PROBLEM: Current transportation research focuses too narrowly on highway and auto technologies that treat the symptom rather than the causes of today's transportation problems.

NEW VISION: Research and development should be oriented towards getting greater numbers of people out of single-occupant cars and into mass transit or other more efficient alternatives. New transit and rail technologies should be explored. A sound national research program would include research into the marketing of alternatives to single-occupant auto trips, strategies for decreasing traffic levels and more efficiently transporting people and goods and into ways of improving highway safety for pedestrians and bicyclists as well as for car and truck occupants.

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Letter to Congressional delegation
to increase highway aid to WI